



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 4:07 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 294 Const Calendar Day: 973 Date: 08-May-2012 Tuesday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 AM 11:59 PM Break: 07:00 Over Time: 02:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition

Working Day ☒ If no, explain:

Diary:

Dispute

cable erection

Overview of work today:

- We continued the survey for Cable Band (CB) layout in the North main-span. Also, CB installation & bolt tensioning was ongoing.

Shift hours:

- I worked a split shift today since we started a night shift during mid-week. I worked from 07:00 until 13:00, & then from 19:45 until 24:00. The night shift continued until 06:00 on Wednesday.

- At 06:55, I arrived at the pier 7 office, & was on the bridge by 07:05.

- From 07:05 until 08:00, I inspected the installation of CBs at PPs 102 & 104 in the North main-span. They were preparing to tension the bolts at PP 102N.

- From 08:00 until 08:20, I attended the weekly Cable group safety meeting in the field. The topic was catwalk safety on ladders, etc.

- From 08:20 until 08:40, the CB bolts at PP 102N were tensioned. They simultaneously brought all 6 bolts up to 17,400 psi (105% of required tension). The gaps between CB halves (after tensioning) were 11-12mm along the top & 5-7mm along the bottom of the CB.

- From 08:40 until 08:50, they re-tensioned the bolts in the CB at PP 106N.

- From 08:50 until 09:10, they were finishing the installation of the CB at PP 104N. This CB was installed yesterday, & today they were shifting the position slightly to equalize the gaps & align the suspender rope grooves. After the installation, the gaps between CB halves were equal & parallel (25mm gaps top & bottom). Also, the rotation line was centered within the top groove.

- At 09:15, the crew started to mobilize their tools & equipment to W2 to install CBs in the West loop.

- From 09:15 until 09:45, I helped Tai-Lin Liu measure the CB bolt elongations at PPs 102N & 106N with the Mini-Max UT measuring tool.

- At 10:00, Roman told me that he would have someone else cover the CB installation in the West loop since I will need to leave soon because of my split shift today.

- At 10:15, I left the bridge.

- From 10:30 until 12:00, I prepared for the CB layout survey tonight. I assembled the CB location & rotation information for the North main-span & the South side-span from submittal 2505R02.

- From 12:00 until 12:45, I reviewed the elongation data collected by Tai-Lin on the CB bolts at PPs 102N & 106N. I discussed the data with Tai-Lin. Some of the numbers are a little out of the ordinary (as much as 115% of the expected elongation).

- From 12:45 until 13:00, I started to write my diary for the day, checked email, etc.

- At 13:00, I left work.



Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Wright, Doug

Diary #: 294

Date: 08-May-2012 Tuesday

- At 19:45, I returned to the pier 7 office, & was on the bridge by 20:15. At this time, the ABF surveyors were only laying out the 1.5m offset lines along the North main-span. The thermal conditions were not yet right for laying out top-center of Cable.
 - Note: The Caltrans layout crew included: Matt Bruce, Victor Altamarano, David Cheung, & I. See their diaries for additional details of the work. For ABF, the layout crew included: Zack Lauria, Dave Adams, & the 4 on-site ABF surveyors (Terry, James, Mike, & Ken).
 - From 20:30 until 22:30, we had to search the bridge for ladders to be able to perform our measurements on the catwalk.
 - From 23:00 until 00:30, David & I checked the 1.5m offset lines along the North main-span between PPs 44 & 100. All of them were OK.
 - From 01:00 until 03:45, David & I checked the CB rotation arc lengths & the rotation line layout in the North main-span between PPs 44 & 100. The rotation line at PP 44 was marked incorrectly because there was a 10mm bust in the downhill arc length. I mentioned this to Dave Adams, & he said that they will go back to correct it. The rest of the measurements were OK.
 - From 03:30 until 04:00, the ABF surveyors went back to correct the rotation line at PP44. Matt Bruce checked on them as it was being corrected. He mentioned that it was OK after the correction.
 - From 04:00 until 04:30, we collected our tools & equipment, & stored them in the Caltrans connex box.
 - At 04:45, I left the bridge.
 - From 05:00 until 05:30, we reviewed the data collected tonight.
 - From 05:30 until 05:45, I filled out the inspection checklist for the work completed during the shift.
 - From 05:45 until 06:05, I wrote my diary for the day.
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